

LACKAWANNA-LUZERNE TRANSPORTATION STUDY
PUBLIC MEETING AND THE COMBINED TECHNICAL COMMITTEE AND
COORDINATING COMMITTEE MEETING
January 16, 2019

Members of the Coordinating Committee:

Attached is a copy of the minutes of the Lackawanna-Luzerne Transportation Study (LLTS) Combined Technical Committee and Coordinating Committee meeting, held January 16, 2019 at 10:00 a.m. in the Barry J. Centini Conference Room at the Wilkes-Barre/Scranton International Airport in Avoca, Pennsylvania.

Please check for errors or omissions.

Thank you.

The Lackawanna-Luzerne Transportation Study Combined Technical-Coordinating Committee meeting was held on Wednesday, January 15, 2019 in the Barry J. Centini Conference Room at the Wilkes-Barre/Scranton International Airport in Avoca, Pennsylvania.

Mr. George Roberts, Chairman of the Coordinating Committee, called the Lackawanna-Luzerne Transportation Study (LLTS) Combined Technical-Coordinating Committee meeting to order at 10:05 a.m.

Mr. Roberts received a letter of proxy from Mr. George Kelly stating that Mr. Steve Pitoniak will serve as his proxy on the Coordinating Committee for this meeting; and a letter of proxy from Mr. Bob Fiume stating that Ms. Gretchen Wintermantel will serve as his proxy on the Technical Committee for this meeting and a copy of the letter appointing Mr. Heath Eddy, Director of Planning and Zoning for Luzerne County, as the representative on the Technical Committee. (All permanent proxies are listed in the committee member list attached to these minutes.)

Mr. Roberts stated for the record that in accordance with the provisions of the Sunshine Law and the Moving Ahead for Progress in the 21st Century Act (MAP-21), Steve Pitoniak submitted the required public meeting notice, which appeared in local papers.

In this document: Mr. Roberts identifies Mr. George Roberts, and Dean will identify Mr. Dean Roberts to avoid confusion.

ITEM #1 – OCTOBER 10, 2018 LACKAWANNA-LUZERNE TRANSPORTATION STUDY TECHNICAL COMMITTEE MEETING MINUTES

Copies of the October 10, 2018 Lackawanna-Luzerne Transportation Study Technical Committee meeting minutes were sent out to all committee members. Mr. Pitoniak asked for additions, deletions or corrections. Hearing none, a motion to approve the October 10, 2018 Lackawanna-Luzerne Transportation Study Technical Committee meeting minutes as distributed was made by Susan Hazelton, seconded by Steve Mykulyn, and carried.

ITEM #2 – OCTOBER 17, 2018 LACKAWANNA-LUZERNE TRANSPORTATION STUDY COORDINATING COMMITTEE MEETING MINUTES

Copies of the October 17, 2018 Lackawanna-Luzerne Transportation Study Coordinating Committee meeting minutes were sent out to all committee members. Mr. Roberts asked for additions, deletions or corrections. It was noted that on Page 3 under Amendment “MPMS 95486 in Lackawanna County I-18...” should read “...MPMS 95486 in Lackawanna County I-81...”. Mr. Roberts asked if there were further additions, deletions or corrections. Hearing none, a motion to approve the October 17, 2018 Lackawanna-Luzerne Transportation Study Coordinating Committee meeting minutes with the interstate number correction was made by John Pocius, seconded by Butch Frati, and carried.

ITEM #3 – 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND TRANSIT MODIFICATIONS

Copies of the 2019-2022 Transportation Improvement Program (TIP) modifications were sent out to all committee members. Mr. Fisher highlighted some TIP modifications which included:

- Adding construction phase to the Keystone College Community Gateway project in Lackawanna*
- Adding preliminary the engineering phases for two projects - US 11 over the railroad and SR 3015 over the Lackawanna River both in Lackawanna
- Adding preliminary engineering phase to SR 92 over Lewis Creek in Luzerne
- Adding preliminary engineering phase to SR 1025 over Hicks Creek in Luzerne
- Adding preliminary engineering phase to SR 1048 over Harvey's Creek in Luzerne
- Advancing the construction phase on SR 2010 over SR 29 in Luzerne to bid the project early
- Advancing the construction phase on SR 4015 over Kitchen Creek in Luzerne to bid the project early
- Adding construction phase to the Lackawanna River Heritage Trail to Steamtown Pedestrian Bridge in Lackawanna
- Adding construction phase to the Keystone College Pedestrian Trail Connections in Lackawanna*
- Adding construction phase to the Lackawanna River Heritage Trail - Marvine Section in Lackawanna*
- Adding construction phase to the Dickson City Main Street / Enterprise Street improvement in Lackawanna*
- Adding construction phase to the Pittston North Maine Street Streetscape in Luzerne*
- Adding construction phase to the Wilkes University Pedestrian Safety Improvement Phase III in Luzerne*
- Daleville Park and Ride project in Lackawanna had advance construction on the previous program and the construction phase was added to the TIP
- Adding construction phase to the Wilkes University Pedestrian Safety Improvement Phase II in Luzerne
- Advancing the preliminary engineering phase on the North Washington Street over Luzerne / Susquehanna Railroad in Luzern to begin design
- Adding the right-of-way phase to SR 4033 over Branch Pine Creek in Luzerne
- Increasing the construction phase on the Lackawanna River Heritage Trail - Marvine Section in Lackawanna to the approved enhancement amount
- Increasing the construction phase on SR 2013 over Pond Creek in Lackawanna to the low bid amount
- Increasing the construction phase on SR 4015 over Kitchen Creek in Luzerne to the low bid amount
- Increasing the construction phase on SR 2010 over SR 29 in Luzerne to the low bid amount
- Adding the preliminary engineering phases on MPMS 112436 and MPMS 112510 which are Bridge Preservation projects in Lackawanna and Luzerne

* Indicates that these projects are either fully or partially funding from the statewide TAP reserve line item.

Mr. Pitoniak asked about the funding moved from the Sixth Avenue Bridge in Carbondale and the status of this project. It was noted that the funding shift was for balancing and to maintain fiscal constraint. It was also noted that the Sixth Avenue Bridge project is going through cultural reviews and working through the issues with the hotel being part of the abutment. As these issues are addressed and completed the Sixth Avenue Bridge project funding will be shifted to the proper federal fiscal years for design and construction phases.

Mr. Fisher noted that the TIP changes were modifications not amendments and would not require a vote.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Performance Measures PM1 Target Setting.

ITEM #4 – PERFORMANCE MEASURES PM1 TARGET SETTING

Mr. Heyman presented a summary of Performance Measures PM1 Targeting Setting. It was noted that the Moving Ahead for Progress in the 21st Century Act (MAP-21) was enacted in 2012. The national safety goals were set, and guidance was in place with final rules in 2016. Highway Safety Improvement Program (HSIP) is a core federal aid program. Pennsylvania receives approximately \$100 million per year in HSIP funding. The purpose of the program is to reduce the number of fatal and serious injury crashes on all roadways (including local roads).

The performance measure for the HSIP are fatality number, fatality rate, serious injury number, serious injury rate, and non-motorized fatality and serious injury numbers. Target setting factors are the Vision of Toward Zero Deaths (TZD) which has been the national goal over 30 years (2010 to 2040) to eliminate fatalities. Goals were set using the 2017 PA Strategic Highway Safety Plan (SHSP). The target is to reduce the five-year average fatalities by a 2% reduction from the previous year.

This measure is called PM1 because it was the first Performance Metric to receive final ruling. Last year was the first year for this target setting. This year the report for fatalities for 2017 came out in April 2018. The first three targets were established in the SHSP in July 2018, and the last two targets were established in the HSIP annual report in August 2018. August 31, 2018 is considered PennDOT's date for established Performance Measure Targets, which marks the 180-day period for the MPO to establish its targets.

There are two ways the MPO can establish targets for the PM1: the MPO could support the state targets or the MPO could develop its own targets and methodology. Mr. Heyman reviewed the statewide baseline and the statewide five-year rolling averages. It was noted that four out of five measures must be met or make significant progress toward meeting the target. The following is the chart for the Scranton / Wilkes-Barre performance measures baseline and targets.

Performance Measure	5-year Rolling Averages		
	TARGET	ACTUAL	BASELINE
	2015-2019	2015-2019	2013-2017
Number of Fatalities	49.7		54.8
Fatality Rate	1.076		1.214
Number of Serious Injuries	166.4		152.4
Serious Injury Rate	3.603		3.376
Number of Non-motorized Fatalities and Serious Injuries	33.7		30.8

* Future VMT estimated to be 1% higher per year starting in 2018

Mr. Heyman noted that targets are higher than some of the existing numbers for fatalities and serious injuries. This is due to changes in reporting and calculations. Mr. Smoker added that these numbers also reflect changes in rule-making and the change in the definition of a serious injury changed the numbers which reflect an increase to the targets instead of a decrease (within the LLTS MPO the baseline for fatalities is 54.8 and the target is 49.7 and the baseline for serious injuries is 152.4 and the target is 166.4 - as noted in the chart).

Mr. Roberts noted that in Pennsylvania the numbers have been going down in fatalities which is not the case nationwide. Mr. Roberts asked the MPO if it will adopt PennDOT’s statewide Performance Measures PM1 Targeting Setting or if the MPO wanted to establish its own Performance Measures PM1 Targeting Setting. It was noted that MPO’s across the state have decided to adopt the statewide Performance Measures PM1 Targeting Setting. Mr. Pitoniak noted that LLTS MPO does not have enough staff to create target levels and provide methodology for measurement internally. Mr. Heyman noted that even larger MPOs with fulltime safety staffing have adopted the statewide targets.

Mr. Pitoniak asked for questions or comments. Hearing none, a motion for the Technical Committee to recommend that the Coordinating Committee adopt the statewide Performance Measures PM1 Targeting Setting, was made by Heath Eddy, seconded by Dean Roberts, and carried.

Mr. Roberts asked for further questions or comments. Hearing none, a motion for the Coordinating Committee to adopt the statewide Performance Measures PM1 Targeting Setting, was made by Jim Arey, seconded by Alan Wufsus, and carried.

ITEM #5 – UPCOMING TIP PROJECTS (WINTER PROJECT COMMENCEMENT)

Mr. Petrini noted that these projects will be let January through March 2019. Mr. Petrini listed the projects in Luzerne and Lackawanna Counties which included:

- MPMS 67449 - SR 2045 (South Main Road over Bow Creek) in Wright Township, Luzerne County - bridge replacement - let date January 31, 2019

- MPMS 102562 - Federal Aid Paving on SR 309 and other State Routes in various municipalities in Luzerne County - let date January 31, 2019
- MPMS 108345 - Resurfacing SR 309 (Mountain Boulevard) from North Sunset Drive to the start of the divided highway in Hanover, Wright and Fairview Townships in Luzerne County - Let date January 31, 2019
- MPMS 107972 - Wilkes University Pedestrian Safety Improvements - streetscape and pedestrian improvements on South Franklin Street and South Main Street in the City of Wilkes-Barre, Luzerne County - let date March 14, 2019
- MPMS 109304 - I-81 northbound and southbound resurfacing project including superstructure repairs on nine structures in Moosic Borough and the City of Scranton, Lackawanna County - let date January 31, 2019. Ms. Hazelton noted that this project was partially funded from both the MPO under the interstate bridge line item and from the statewide Interstate Management Program. Additionally, being advertised right now is the Luzerne County interstate resurfacing which will be from Avoca to the concrete section - this project is ongoing through this summer and funded through the statewide Interstate Management Program. From where the Luzerne County resurfacing stops, another project that will be in construction, will run up through the interchange of I-81 and I-84 in Lackawanna County. This project has been bid and construction is funded from the statewide Interstate Management Program. Mr. Pitoniak asked about the scheduling of work because of the impacts on the motoring public. It was noted that a project requirement is to maintain two lanes of traffic and most of the work is scheduled between 08:00 p.m. and 06:00 a.m. MPMS 109304 will be a three-year project with the resurfacing being done this summer and the bridge work will be ongoing surface work and work underneath the structures will continue. The I-81 / I-84 Interchange project is a two-year project. And the Luzerne County interstate resurfacing will be a two-year project. Mr. Pocius noted that MPMS 109304 is the project that was discussed at a recent public meeting. The project includes closure of the Moosic Street offramp and is being done in coordination with the Central Scranton Expressway paving.
- MPMS 95486 - Substructure bridge preservation work on I-81 northbound and southbound over the railroad and Springbrook Creek, I-476 PA Turnpike, SR 8001 Ramp, Luzerne County Railroad Authority, SR 307, SR 8005 and SR 8005 Ramps A and C in Moosic Borough and the City of Scranton, Lackawanna County - let date January 31, 2019
- MPMS 8259 - Bridge rehabilitation on SR 307 (Morgan Highway / Shady Lane Road) over the Outlet of Summit Lake in South Abington Township, Lackawanna County - let date February 14, 2019 - It was noted this project includes a culvert extension and headwall repairs.
- MPMS 112000 - Roadway repair of flood damaged areas on SR 3005 (River Road) between SR 3001 (Newton-Ransom Boulevard) and Railroad Drive in Ransom Township, Lackawanna County - let date March 14, 2019. It was noted that funding for this project is federal emergency funding and is typically an 80/20 match. The 20% may be taken up by the statewide emergency fund.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - MPO Staffing Update.

ITEM #6 – MPO STAFFING UPDATE

Mr. Pitoniak thanked Mr. Petrini for the work he did for organizing this meeting. Mr. Pitoniak noted that Mr. Petrini is one of two employees who have left the Lackawanna County Planning Commission Office. Interviews are scheduled for a County Planner. Currently, Mr. Pitoniak is handling all planning duties in the Lackawanna County Office. Mr. Eddy noted that Luzerne County Planning is getting caught up on their reimbursements with PennDOT to bring the county up to the current Unified Planning Work Program (UPWP). Mr. Eddy thanked Mr. Simko for doing field work with Mr. Petrini to bring Luzerne County project completion level up-to-date.

Mr. Pitoniak noted that Lackawanna County Planning has met with Luzerne County Planning to go over the work plans that need to be done, these include: updating the Long-Range Plan, the Regional Comprehensive Plan, and the Public Participation Plan. Both planning commissions are working to fill staffing needs in order complete these updates timely.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Scranton and Wilkes-Barre Bicycle / Pedestrian Network Plan.

ITEM #7 – SCRANTON AND WILKES-BARRE BICYCLE / PEDESTRIAN NETWORK PLAN

Mr. Pitoniak noted that Lackawanna County Commissioners and on behalf of the Luzerne County Commissioners adopted and executed the contract with Barry Isett & Associates to do the study for the Scranton and Wilkes-Barre Bicycle / Pedestrian Network Plan. The notice to proceed was issued on January 7, 2019 and, in the next few weeks, members of the committee and the public will be seeing announcements for meetings. The meeting will include a coordinating committee and steering committee. Mr. Petrini noted that copies of the signed resolution and contract are available for review and can be sent via email if anyone wanted copies.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Transit Consolidation Study.

ITEM #8 – TRANSIT CONSOLIDATION STUDY

Mr. Gavlick noted that the transit agencies Luzerne County Transit Authority (LCTA), County of Lackawanna Transit System (COLTS), and Hazleton Public Transit (HPT)) have been working together on the report for the Transit Consolidation Study. The reports have been completed and are now with Luzerne County and Lackawanna County elected officials for review to decide how they would like to move forward. The three agencies continue to work together on integration to create a seamless transit system. The integration includes the installation of the same type fare boxes in all the busses, ensuring bus passes work across county lines, route coordination, extending service hours and creating express routes. Mr. Gavlick noted that LCTA and HPT are working on a Hazleton Express Route to run early morning and afternoon routes to and from Wilkes-Barre for the people to commute to and from work, as well as students getting to and from campuses in these areas.

LCTA also has a grant submission request for a multi-modal transit station which is being coordinated with a grant match from the Mericle Industrial Park developer. This would provide LCTA the means to build a transfer station off Route 315 for employee access to the Center Point Industrial Park. This will also create a route friendly hub midway between Scranton and Wilkes-Barre for passengers traveling throughout the LLTS region to utilize as needed and maintain a seamless transition from stop to stop. This hub would include route coordination with COLTS to ensure on time pick-up and drop off for employees at work. Currently, the transit agencies are looking at circular route systems throughout industrial parks to better accommodate employees and employers. Mr. Fiume echoed Mr. Gavlick's presentation that the transit agencies are working towards regionalization of the transit systems without being fully regionalized entities. The consolidation studies have been completed and submitted to PennDOT. The shared ride merger will save transit more money moving forward. The transit agencies are looking at several options and at several challenges including MATP, the statewide brokerage and the Turnpike.

Mr. Roberts noted that the steps that the transit agencies have taken to combine routes and improve shared ride services are excellent. As the agencies wait for guidance on the next steps from PennDOT they continue to pursue cost savings and reviewing areas for improvement.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - PennDOT Connects.

ITEM #9 – PENNDOT CONNECTS

Mr. Fisher noted that the PennDOT Connects initiative is an evolving initiative. Outreach continues, and on January 9, 2019 the District Planners were given early exposure to the new PennDOT Connects system. Essentially, the new system replaces the linking planning NEPA system. The process for the project is to take a project from the thought process into the PennDOT Connects system; fill out the checklist; attaining environmental clearances and right-of-way; and will put the project in line to go into MPMS as projects. There will be training for the MPOs and RPOs and other planning personnel on January 30, 2019. Additionally, PennDOT Connects workshops / training will be held in the spring at the Lackawanna County Safety Facility, Time and date will be determined once it has been coordinated with the LLTS, NEPA and Northern Tier Planning partners. Mr. Roberts thanked Mr. Fisher for the update information. Mr. Pitoniak asked if the January 30th training be in Harrisburg or local (regional). It was noted that the January 30th training is a statewide web-based training. Central Office will be reaching out to the planning partners and stakeholders with the details for the upcoming training.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Functional Class Update.

ITEM #10 – FUNCTIONAL CLASS UPDATE

Mr. Petrini noted that over the last year Luzerne and Lackawanna County has been reviewing every road on the system to determine functional class update needs. They are reviewing the

Average Daily Traffic (ADT) and comparing them to the data provided from previous count information. Luzerne County still has 53 counts to complete. Most of the work is complete and the mileages need to be calculated to determine if roadways will be upgraded or downgraded. Mr. Pitoniak noted that most of the information where counts need updating across the roadway system are old (prior to development of industrial parks or roadways like the Casey Highway) or they were estimated counts, not actual numbers.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Scranton to Hoboken Rail Resumption Analysis.

ITEM #11 – SCRANTON TO HOBOKEN RAIL RESUMPTION ANALYSIS

Mr. Pitoniak noted that both Lackawanna and Monroe Counties are moving along on the Scranton to Hoboken Rail Resumption Analysis. Each county put in local share funding (\$400,000) to get to the next phase of the study. Areas that still need to be worked on are being funded through an ARC grant and multi-modal funding through PennDOT. The county planners are waiting on the LSA grant application results. With this funding 30% of the engineering of the line can be completed. The majority of this work will be in New Jersey. Coordination meetings are being set up with the northern New Jersey MPO, District officials, and representatives of Lackawanna and Monroe Counties. New Jersey State Senator Oroho's office will be organizing these meetings because most of the work will be in New Jersey. It was noted that the two large structures that need to be addressed are viaducts over the Delaware River and the Paulinskill, New Jersey. Replacing these structures would cost \$500 million. The consultant hired to review the structures indicated both could be rehabilitated for \$70 to \$80 million, this includes a 20% contingency.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Unified Planning Work Program (UPWP).

ITEM #12 – UNIFIED PLANNING WORK PROGRAM (UPWP)

Dean noted that the Unified Planning Work Program (UPWP) is basically an agreement that PennDOT has with each of the planning partners across the state. The UPWP is a two-year document that Central Office Planning and Programming is working to change from what work could be done to what work is being done or will be done over the two-year agreement timeframe. The document draft will be needed to be out in July / August for proper reviews by the MPO and FHWA. Mr. Pitoniak noted that LLTS has meetings set up every three to four weeks until June to put together the updated UPWP for review and adoption.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - 2019 MPO Meetings.

ITEM #13 – 2019 MPO MEETINGS

Mr. Pitoniak asked for feedback from the last meeting regarding moving the meetings around the District. No locations have been volunteered, but the group had discussed holding the meeting in

Hazleton or northern Lackawanna County. If the airport is available, the MPO will continue to use the airport conference room or the new Lackawanna County Government Center (parking is as tight at the government center as it is at the airport). Mr. Baranski noted the NEPA Alliance does have a facility on Oak Street in Pittston that would be able to accommodate the committee and has ample parking. It was noted that meeting dates and location will be announced a month before the next meeting.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Congratulations to George Roberts and Chairing the Coordinating Committee Meetings.

ITEM #14 – CONGRATULATIONS TO GEORGE ROBERTS AND CHAIRING THE COORDINATING COMMITTEE MEETINGS

Mr. Roberts noted that next Friday (January 25, 2019) would be his last day. Mr. Roberts noted he had 34.75 years in with PennDOT, an excellent career but it is time to move on and let the younger generation take the reins. As the Chairman of the LLTS Coordinating Committee and with his retirement a replacement chairman will be needed. PennDOT is sending the Director of the Bureau of Maintenance and Operations Mr. Rich Roman to act as District Executive for the next few months. It was noted that PennDOT has two votes on the Coordinating Committee. One is from the chairman who, historically has been the District Executive from PennDOT and the other is from Central Office. Mr. Roman may take a position as a voting member but only a non-proxied member can chair the LLTS Coordinating Committee. Mr. Arey added that he would talk to Mr. Roman regarding the position, but in the meantime and for the next meeting there should be a sitting chairman. Mr. Roberts reviewed the list of voting members on the LLTS Coordinating Committee list and reiterated that the chairperson could not be a proxied member. Mr. Arey also added that the PennDOT District Executive is not a requirement to chair the LLTS Coordinating Committee.

Mr. Roberts asked for further questions or comments. Hearing none, a motion to nominate Mr. Arey as the Chairman for the LLTS Coordinating Committee, was made by David Pedri, seconded by John Pocius, and carried.

Mr. Roberts thanked Mr. Arey for the service he has provided over the years and congratulated him on the chairmanship. Mr. Arey thanked Mr. Roberts for his services and noted that the two had met over 20 year ago working on the Casey Highway (LVIH). Mr. Roberts was the Project Manager and Mr. Arey was the liaison for the Central Office Executive Staff. Along with Mr. Arey the meeting attendees congratulated Mr. Roberts and wished him well in his endeavors.

ITEM #15 – TIP FUNDING PRESENTATION - HAZLE TOWNSHIP

Mr. Gary Sanzi from Hazle Township presented on behalf of the Hazle Township Supervisors a request for improvements to Stockton Mountain Road (SR 3019) and Route 93. It was noted that Stockton Mountain Road comes out on Route 93 at a 45° angle and the turning movements are an issue. Since a dry-cleaning plant was opened the additional truck traffic has created more issues. Trucks cannot make the turn and continue to hit poles and the issues keep growing. Trucks are

coming from SR 309 onto Route 93 and they are unable to navigate the 45° turn successfully or safely. The crash history needs to be reviewed and the telephone pole locations need to be looked at to determine if this could be a candidate project for HSIP funding. This could also be a project to be put into the new PennDOT Connects program.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Other Business.

ITEM #16 – OTHER BUSINESS

Traffic Counts

Mr. Wufsus noted that last year's traffic counts in the City of Hazleton were done after school was out and the influx of traffic during the school year would differ by nearly 50%. Mr. Wufsus asked if they could do the traffic counts while school is in session to get more accurate counts. It was noted that there is a formula used to factor in considerations such as in what time of year the counts are taken, etc. Mr. Petrini noted that all counts are submitted to PennDOT once they are complete and the information is put into a database that calculates numbers depending on the weather, the time of day, and day of the week. Reported daily traffic counts are generally not raw numbers that are reflected in the system. Mr. Pitoniak noted that counts have been done during and after the school year to see how the actual counts matched up to PennDOT's projected numbers and the projections are close to the actual counts.

Certification Review

Mr. Smoker noted that the MPO is two years removed from the last Federal Certification Review and with the changeovers in staffing it would be a good idea to look at where the MPO stands with the report. Last year there was one recommendation from the Certification Review to be addressed. Also, there were four recommendations and 14 commendations. It would be good for the planners to meet with FHWA and PennDOT to put together a summary report to present to the committees. The next Federal Certification Review will be summer of 2020.

Funding

It was noted that the FHWA is fully funded under the FAST Act but other transportation agencies like the Federal Transit Association (FTA) and the Federal Rail Association (FRA) have been furloughed with the government shutdown. It was noted all transit reimbursements are on hold. Mr. Fiume noted that as a larger transit entity much of the funding earmarked for capital projects allows the agencies to move forward with ADA items, shared ride functions, and maintenance, so they have not yet felt the effects of the shutdown. Mr. Gavlick noted that the agencies also have some cash reserves that allow operations to run unimpeded. A continued shutdown will greatly affect operations in the near future. Other issues include the Trucking Association's lawsuit against the Turnpike for giving \$450 million in turnpike tolls to PennDOT which was legislated through the Act 44 years ago for transit. This brought an injunction on the payments and it is now nearing the third quarter of no payment (\$113 million per quarter).

Mr. Fiume echoed that this funding is also capital funding and the longer this is drawn out, operation funding may be pulled from the transit agencies.

Adjournment

Mr. Pitoniak asked for questions or comments. Hearing none, a motion to adjourn the LLTS Technical Committee meeting was made by John Pocius, seconded by Heath Eddy and the meeting adjourned.

Mr. Roberts asked for further questions or comments. Hearing none, a motion to adjourn the LLTS Coordinating Committee meeting was made by Bob Fiume, seconded by Jim Arey and the meeting adjourned at 11:15 p.m.

LACKAWANNA-LUZERNE TRANSPORTATION
STUDY MEETING - COORDINATING COMMITTEE
January 16, 2019

<u>COORDINATING COMMITTEE MEMBERS</u>	<u>MEMBER PRESENT</u>	<u>ABSENT & NO PROXY</u>	<u>PROXY PRESENT</u>
<u>PENNDOT</u>			
George J. Roberts, P.E., Chairman	X		
James Arey, Central Office	X		
<u>LACKAWANNA COUNTY</u>			
George Kelly			X
Patrick O'Malley		X	
<u>LUZERNE COUNTY PLANNING COMMISSION</u>			
C. David Pedri, County Manager	X		
<u>CITY OF HAZLETON</u>			
Jeffrey L. Cusat, Mayor - (Alan Wufsus – Permanent Proxy)			X
<u>CITY OF SCRANTON</u>			
William Courtright, Mayor – (John Pocius – Permanent Proxy)			X
<u>CITY OF WILKES-BARRE</u>			
Anthony George, Mayor – (Attilio “Butch” Frati – Permanent Proxy)			X
<u>TRANSIT REPRESENTATIVE – LACKAWANNA COUNTY</u>			
Robert Fiume	X		
<u>TRANSIT REPRESENTATIVE – LUZERNE COUNTY</u>			
Norm Gavlick – (Kathy Bednarek – Permanent Proxy)	X		
<u>AVIATION REPRESENTATIVE</u>			
Carl Beardsley	X		
<u>*PA NORTHEAST REGIONAL RAILROAD AUTHORITY</u>			
Larry Malski			
<u>*FEDERAL HIGHWAY ADMINISTRATION</u>			
Matthew Smoker	X		
<u>*FEDERAL TRANSIT ADMINISTRATION (FTA)</u>			
Timothy Lidiak		X	
<u>*FEDERAL AVIATION ADMINISTRATION</u>			
Lori Pagnanelli		X	
<u>*SENATOR BLAKE’S OFFICE (LACKAWANNA)</u>			
Larry West, Regional Director		X	

*Non-Voting Members

Lackawanna-Luzerne Transportation Study Meeting Technical Committee Members Present:

Steve Pitoniak, Lackawanna County Regional Planning Commission, Tech. Comm. Chair
Susan Hazelton, P.E., PennDOT District 4-0 Design
Dean Roberts, PennDOT Central Office Planning
Gerard Babinski, PennDOT District 4-0 Bridge
Heath Eddy, Luzerne County Director of Planning and Zoning
Gretchen Wintermantel, COLTS proxy for Robert Fiume, COLTS
Kathy Bednarek, LCTA proxy for Norm Gavlick, Luzerne County Transit Authority
Attilio "Butch" Frati, City of Wilkes-Barre, Permanent Proxy for Mayor Anthony George
John Pocius, LaBella Associates, Permanent Proxy for Mayor William Courtright
Alan Baranski, Northeast Pennsylvania Alliance (NEPA), Permanent Proxy for Jeff Box
Ralph Sharp, Hazelton Public Transit proxy for Hazleton Mayor Jeffrey L. Cusat
Steve Mykulyn, Wilkes-Barre Scranton International Airport (Lackawanna)
Carl Beardsley, Wilkes-Barre Scranton International Airport (Luzerne)

Lackawanna-Luzerne Transportation Study Meeting Transportation Advisory Committee Members Present:

Aaron W. Whitney, Greater Scranton Chamber of Commerce
Owen Worozbyt, Lackawanna Heritage Valley Authority

Non-Members Present:

Gary Sanzi, Hazle Township Supervisors
Frank Paczewski, State Transportation Commission
Joe Corcoran, Lackawanna Heritage Valley Authority
John Petrini, Luzerne County Planning
Mike Simko, Luzerne County Planning
Kate McMahon, NEPA MPO
Gene Heyman, PennDOT Central Office Planning
Julianne Lawson, P.E. PennDOT District 4-0 Design
Marie Bishop, PennDOT District 4-0 Planning and Programming
John Frankosky, PennDOT District 4-0 Planning and Programming
Emma Pugh, PennDOT District 4-0 Planning and Programming
Anna Fuhr, PennDOT District 4-0 Administration